Harold C. Price Commissioned. of Harold C. Price, formerly of this as a first lieutenant in the Coasery Corpa. Mr. Price, who is the so on, attended the officers' training

Goes to Camp Beauregard. Brig. Gen. William Wilson, Nations Army, has been relieved from duty s Camp Wadsworth, Spartanburg, S. C. is a former student of the Washing-lish schools, graduating later as a and ordered to Camp Beuregard, Alex-gengineer from the Colorado School andria, La., for assignment to duty with nes. Golden, Col. At the time of his the 39th Division.

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11-30 Touring car..... Also 1916 Fiat in very fine condition, special body.

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Washington, D. C. THE SAFEST USED-CAR MARKET IN THE WORLD.

Our Combination S from Monday	ale of Accessories to Saturday
COMBINATION NO. 1.  1 Polson blow-out patch, 3½ 60 1 Bex Polson tube patches 50 1 Lean Tire Doh. \$1.00 Worth. Kew \$1.25.	COMBINATION NO. 6.  1 Double-barrel air pump
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COMBINATION NO. 8.  8. %-in. Milbro spark plugs\$3.00  1 Universal double-end spark- plug wreach	3 Cans valve grinder
COMBINATION NO. 5.  I Tube G-Glear or Grystaline25 2 Garter retary windshield wiper50 1 Glarescope50 1 Truft American geggles .50 22.25	5 Pounds Millerene grease

We have a large stock of 80x31/2 non-skid tires, \$11.50 each.

Miller Bros.' Automobile and Supply House, 1105-7 Fourteenth Street N.W.

# SERVE AS A BRAKE

By Proper Use of Gears the Desired Effect May Be Obtained.

ient braking system they have in the try's on the 'fritz'!"

given by the high gear, it is evident that it should be used.

To try it out on a car take a moderately steep hill and go down on low gear, clutch in, and ignition off. Try varying the speed with the throttle. It will be shown that the car slows down when the throttle is closed, and speeds up when throttle is opened. The practice of using the engine as a brake is advisable, especially on steep mountain roads. It insures safety, saves the brake and cools the engine, which would be reason enough for doing it. The usual procedure is to use the foot brake for a while and then change to the emergency brake. This relieves the brake linings, but does not cool the drums, as the two brakes, internal and external, use the same drum. So by using the engine gears the brakes are relieved of much duty. The engine is cooled by this process, a cold gasoline vapor is drawn into the engine from the carbon on cylinder walls and pistons, and so enables it to burn away more readily when the engine starts firing.

Tendency to Misfiring.

If this is continued too long, however, another effect is produced which is not so desirable. All the time the engine is being driven this way oil is being siphoned to the top of the piston, due to the unusually strong suction while throttied down. This effect is the more pronounced if the piston rings are faulty or the cylinders worn out of round. While the engine is working normally the oil is being pushed down by the force of the explosion and so does not accumulate in the cylinder head. But when the engine is used as a brake the tendency of misfiring due to oil is increased.

### ROADS IN CONDITION

Builders' Association Says Transportation Should Be Considered From Economic Viewpoint.

Road conditions, with particular emphasis upon the necessity of keeping the main thoroughfares in the country in proper repair for transportation purposes, were discussed at the recent annual meeting and dinner of the transportation purposes. Poed Builders' Association 1916. American Road Builders' Association, held at the Automobile Club of Amerca. Among the speakers were Commissioner Edwin A. Duffy of the New York state highways, George E. Blakesee of the New Jersey highway commission, A. W. Dean, chief engineer of the Massachusetts highway commission; Arthur H. Blanchard, professor of highway engineering in Columbia University, and H. E. Breed, first deputy highway commissioner of New York. Mr. Breed was elected president of the association, succeeding Mr. Dean.

The general tenor of the speeches was to the effect that highway construction and repair work, in this section at least, if not throughout the country, was at a standstill since the order of the government prohibiting the use of flat cars for private freight shipped entirely by flat cars. The speakers recognized that the coal scarcity led primarily to the promulgation of the order. nission, A. W. Dean, chief engineer of

Suggests Plan of Improvement. S. M. Williams, representing one of the large motor truck factories, recom-mended that a national highway com-mission be added to the Council of Na-tional Defense, so that the highway improvement in its relations to win-ning the war may receive proper con-sideration.

ming the war may receive proper consideration.

"If we had such a commission or committee that would be able to study and analyze the conditions of roads in congested districts, or the development of roads to relieve the great agricultural districts." said Mr. Williams, "I am satisfied that their advice would be valuable to the National Council and of great benefit for highway development. "We should not attempt to encourage or ask for a wide road building propaganda under present conditions, but we should be determined and demand the building of such roads as will have an important bearing upon the winning of the war.

### DOPEY DAN AND LON.

Wherein Lon Addresses the Tire Men.

Dear Folks: I gotta admit that Lon ya? Have a lil' faith in th' big "bucks" sure done himself justice over at th' o' your business an' don't try to but Chauffeurs' Club last night. Th' kid had been invited by th' United Tire Don't answer back! workers of th' World to deliver a address on "What th' Tire Had Done for To take another bit o' sass from Teutons in th' Land. th' Automobile," an' was sailin' along at a 1.40 clip, when, like a bolt out o' a clear sky, a lil' freckled-faced "inner-POINTS TO BEAR IN MIND tube" in th' rear of th' hall cut loose from his moorin's an' bellowed at Lon, whether or not th' automobile indus-

cient braking system they have in the gear box combined with the engine. A thoroughly reliable braking effect may be obtained which will save the brake linings and even save life in case the brakes fail.

However, such knowledge is more general now, the only difficulty being that people do not know what gears to use. Fortunately, the problem is simple. If the clutch is engaged, and the gears in a speed, it is evident there is a positive drive from the engine right through to the rear wheels. It must be equally evident if the car is running down hill and the clutch and gears engaged, the engine being dead.

Wetter or hot the try's on the 'fritz'!"

O' course th' kid was took clean off'n his pins for a minute, but after pullin' his pins for a minute, but after pullin stone unturned that might help them to co-operate with th' government, so's to co-operate with the government, so's to co-oper them down. It becomes then simply a question of choosing the gears which will cause the rear wheels to do the most work.

Must Be at Low Speed.

It will readily be seen that this must be the low speed. On the direct drive (which is the high speed in a three-speed gearset), the engine revolves once to turn the drive shaft once. But on low gear the engine may revolve three or four times, depending on the size of the gears. If the drive is reversed the engine must revolve three or four times, depending on the size of the gears. If the drive is reversed the engine must revolve three or four times for every revolution of the drive shaft. As this gives three or four times the drag that would be given by the high gear, it is evident that it should be used.

To try it out on a car take a moderately steen hill and go down on lay revolution. The control of the drive is reversed to the drive shaft. The control of the drive shaft would be given by the high gear, it is evident that it should be used.

To try it out on a car take a moderately steen hill and go down on lay reveal the shaft. Well, then, wassa matter with simple the provise of the control of the drive shaft. As this gives three or four times the drag that would be given by the high gear, it is evident that it should be used.

To try it out on a car take a moderately steen hill and go down on lay reveal the shaft.

cism
That don't stick by our government an' bac
it in its stan'.
An' with every hybrid skate, sir, who falls it
bare his plate, sir.
An' give three rousin' hip-hurrahs for dear of
Uncle Sam'.

unraveled 'secret that has made our'n such a great an' mighty lan'.

shootin'.
Why, pal, it's just a walkin' match! They'll finish one, two, three!

That th' lil' U. S. A., sir, would never blow away, sir, But always would be ready when their chief said, "Let her go!"

As a hint to other folks, sir, not to pick us up for jokes, sir, Nor never try no kiddin' with th' grand old U. S. A. DODEN DAN

NOTE—Lon says ain't it remarkable that with all this unusual excitement th' dear-old-friend-o'-the-family still man-ages to keep snoopin' around?

### **WOMEN SHOW GREATEST** INCREASE IN WORKERS

Pay Rolls of Detroit Factories Reveal Fact That More Females Are Being Given Employment.

rease in the number of men employed in factories and workshops in Detroit the center of the automobile industry the women so employed are increasing almost three times as fast as the men according to statistics compiled by Labor Commissioner Richard H. Fletcher of Michigan, in factories em-

Comparing the pay rolls of the fac tories mentioned as of May, 1916, and May, 1917, Mr. Fletcher finds that the ncrease in men was almost 7 per cent, while the increase in the number of was 17.6 per cent. In 1916 these fac tories employed 82,359 men and 6,029 tories employed 82,359 men and 6,029 women. In 1917 the same factories employed 88,125 men and 7,055 women. The gain in women is shown in the higher positions. In 1916 there was but one woman superintendent; now there are two. In 1916 there were forty-four forewomen; in 1917, sixty-four. Seventeen girls under the age of sixteen were employed in 1916; forty-six in 1917. Of those more than sixteen, the factories in 1918 employed 1,725 women in offices, while this year there were 2,160. The other women employed in 1916 numbered 4,242 and this year 4,813.

Increases in Male Workers.

speaking, showed these increases:
Superintendents, twenty-five; foremen,
641: boys under sixteeen, eighteen;
unskilled workers over eighteen years
of age, 5,664. There was a decrease of
one in the number of boys between sixteen and eighteen years of age; a decrease of twelve in men over eighteen
employed in offices; and a decrease of
569 in skilled men over eighteen used
in skilled labor.

of crude oil from field sources during
September than there was during
August. During August there was a
total movement of 21,299,089 barrels of
forty-two gallons per barrel, and during September this movement was increased to 21,412,260 barrels. The
greatest increase was in the Kansas-

1916.

In the total daily wages paid in women all classes show increases. For superintendents the increase is \$3.20. For forewomen, \$45.25; girls under sixteen, \$51.60; over sixteen in offices, \$1,-438.98; women over sixteen, \$1.748.10.

The total number of men and women employed in the factories as returned to the department in 1916 was 88,338 and in 1917, \$5.220. The total daily wage for all in 1916 was \$284,071.99 and in 1917, \$355,942.88.

### SAYS MUFFLER CUT-OUT HAS LONG BEEN OUTLAW

Authority on Subject Lauds Motor | Manufacturers Who Oppose the Device.

The recent action of the representative organizations of automobile manufacturers, in opposition to the installation of muffler cut-outs on cars to be built in the future merits the respect of all sane motorists and their hearty co-operation in the campaign against this noisome device, declares a motor authority. The cut-out has long been an outlaw in

many states and most cities, and many of the most advanced car builders have long ago discontinued its installation. but cut-outs have been freely offered in the accessory market, and as they are readily put on they are found on altogether too many cars.

ing a street to the left shall pass around or over the point of intersection of the two streets."

ing speed in the District of Columbia states that "No person hall drive a vehicle at a greater rate of speed than six (6) miles per hour around the corners of any street or avenue . . . no at a greater rate of speed than four (4) miles per hour at 15th street and New York avenue, 15th and G streets, 9th and F streets, 9th and G streets, 11th and F streets and 11th and G

TRAFFIC SQUAD, METROPOLI-TAN POLICE.

### **GASOLINE SITUATION**

Conditions Do Not Warrant Fears of Shortage, Bureau of Mines Shows.

The gasoline situation continues favorable, according to the latest reports from the bureau of mines, and the production of crude oil is such as not to warrant any fear on the part of the motor car industry for any shortage of The men employed, numerically fuel. There was a greater movement greatest increase was in the Kansas-Oklahoma fields. There was also an increase in shipment from the gulf increase in shipment from the guit coast oil fields and also from the Rocky mountain fields. The fields that showed decrease in crude oil movement were illinois. Texas in the north, and central parts, Lima-Indiana and the Appalachian fields.

These figures represent the handling of 163 pipe lines, and in all more than 163 different companies operating in the work, and thus represent the majority of all activities in the field.

Production Slowed Up.

Production Slowed Up.

There has been a shortage of labor for well drilling, and crude production also has been slowed up for lack of casing for the wells. This casing varies from five to twenty inches in diameter. There is considerable activity in the new pipe lines for delivering crude from the wells to the refineries. One company is laying a new pipe line from Oklahoma to Chicago and another company is laying a new pipe line from the Oklahoma fields to St. Louis. Movement of tank cars by railroads has slowed up of late in about the same proportion as all freight movements have been slowed up.

The production of casing-head gasoline has gone up very much in Oklahoma. The production of crude in the southeastern part of Kansas is increasing rapidly. There is still very much refinerly capacity, it being estimated that refineries are not operating at more than eighty per cent of capacity.

ity.

The stock of crude petroleum in storage was cut into a little during September. This applies to the stock in all fields, with the possible exception of central and north Texas, where the storage supply increased during September.

#### THE EXPERTS SAY. If the alignment of the wheels in

found to be incorrect, it may be altered by manipulating the tie rod. This latshe important bearing upon the winning of the war.

Should Encourage Development.

"We should consider transportation from the economic viewpoint, and we should encourage that development where it will mean the greatest good to the greatest number.

"I am satisfied that, if never before, the day is now here when those responsible for transportation in its different forms are willing to study and recognize that type best adapted to the individual requirement. The railroads must be willing to concede that for some forms of transportation the waterways will better serve the economic needs of our country, and the waterways must recognize the efficiency of the railroads for that type of transportation where time is essential in the matter of delivery."

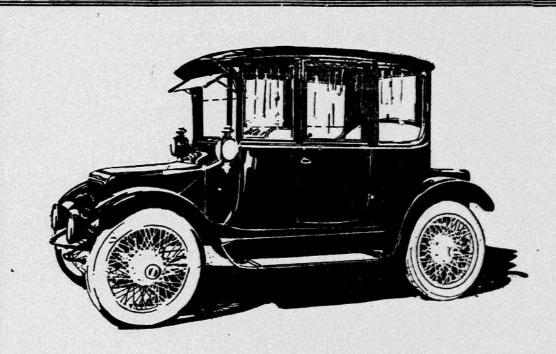
The following officers, in addition to Presidents, Lieut. Col. W. W. Crosby, Baltimore: Austin E. Fletcher, Sacramento, Cal.; A. W. Blanchard, Columbia University: secretary and treasurer, and an exceptional the cut-out devotes try fairly the greatest part of the load on the strong-rest transportation where time is essential in the matter of delivery."

The following officers, in addition to Presidents, Lieut. Col. W. W. Crosby, Baltimore: Austin E. Fletcher, Sacramento, Cal.; A. W. Blanchard, Columbia University: secretary and treasurer, and an exceptional between the definition and the throttle open to a presidents, Lieut. Col. W. W. Crosby, Baltimore: Austin E. Fletcher, Sacramento, Cal.; A. W. Blanchard, Columbia University: secretary and treasurer, and an exception and exceptional the speed and power of their cars are increased by its use, and in exceptional exception in exceptional exception in exceptions of the speed of the cut-out is opened on a hill the operator imagines that his car presidents, Lieut. Col. W. W. Crosby, Baltimore: Austin E. Fletcher, Sacramento, Cal.; A. W. Blanchard, Columbia University: secretary and treasurer, and not physical. Proplement of the cut-out is opened on a hill the operator imagines that his car up a hill with the cut-out dev ter is the rod which runs from one

WAR CONVERTS PACIFIST.

Who suffered in behalf of humanity."
The above paragraph is contained in a letter sent by a father to his son, who is now in the service of Uncle Sam. The father is R. W. Staneill of Sam. The father is R. W. S Possible, Writes Washingtonian.

not consistently fight, whether it be against an individual or a nation. But when I think of the injustice of the enemy in dealing with women and children—the outrages perpetrated by the Germans and Turks among the Belgians and Armenians, and others—I am convinced a Christian cannot keep silence and be true to the Christ



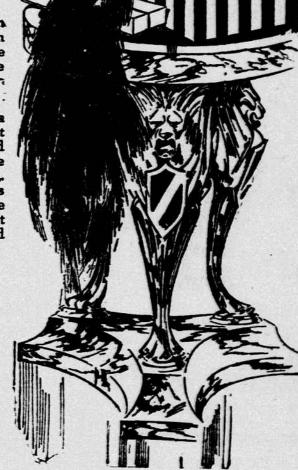
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